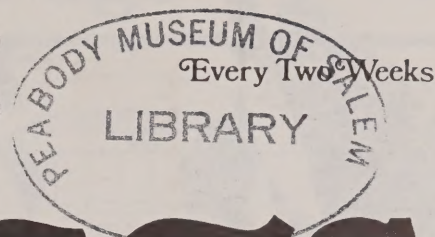




# **messing about in BOATS**



Volume 1 - Number 4

July 1, 1983





# Commentary



## messing about in BOATS

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PUBLISHER & EDITOR: BOB HICKS

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## Our Next Issue

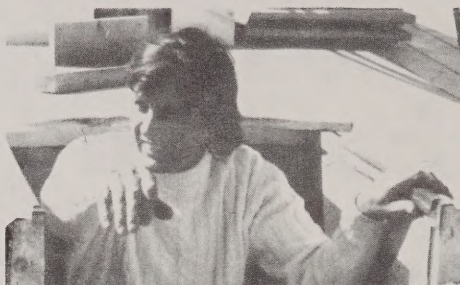
... will go into the mail the first week  
of July. Any subscription orders received  
before July 1st will begin with issue #5.

### Mystic Small Craft Workshop

... is the big event of the year for  
traditional small craft enthusiasts and  
we will devote most of Issue #5 to com-  
plete coverage of the event and the in-  
teresting boats that are scheduled to be  
on hand along with their owners/builders.  
Special featured craft will include a long  
distance cruising sliding-seat boat that  
has Labrador and trans-Atlantic pas-  
sages to its credit, a new sectional two  
or four person sliding seat boat, a con-  
vertible sliding or fixed seat peapod,  
Mockingull, fitted with a variety of wing  
and fully battened sails, a Lungstrom  
rigged saller, and the multiple rigged  
Whitehall ANODYNE. Also, some North  
Carolnians will demonstrate how to rig  
tops'ls on sprit rigs.

### Back Issues

... can be obtained while they last as  
part of your subscription if you specify  
that you want them.



BOB HICKS

Most of us have read the stories  
of adventurers who have gone off cruising  
in boats, world cruisers, arctic cruis-  
ers, cruisers of exotic waterways all  
over the world. Their stories make great  
reading as adventures, and provide us  
with vicarious thrills. Most of us never  
get to do such things, perhaps due to  
the usual restraints of family, career,  
finances, or maybe because we really  
are not sufficiently adventurous.

When we do indulge in such ad-  
ventures they are on much more modest  
scale. A four day cruise from Marble-  
head to Mattapoisett in an open 20 foot-  
er. A cruise to Newport for the Wooden  
Boat Show. Maybe a cruise to Mystic.  
Yet, even these limited adventures are  
well beyond what many can contemplate.  
Especially those with small open boats.

Another downscaling takes place  
for us. Day cruises in certain shelter-  
ed waters, such as I described in Issue  
#2 on the lower Connecticut River or in  
this issue around Osterville on Cape  
Cod. When you get to this level of ad-  
venturing you're only a step away from  
armchair adventuring, but so what, you  
are out in your boat and exploring some  
new waters.

While you'll never write a book  
about such modest adventures, they can  
be very enjoyable times. If you indulge  
at all in such small scale cruising it is  
because you've not the time or where-  
withal to tackle larger adventures. Any-  
one who has done bigger things isn't  
likely to even bother with this sort of  
gunkholing. Hence, you're not likely to  
find it boring if you bother to go at all.

Finding like minded companions for  
this sort of Sunday morning adventuring  
locally, or weekend outing someplace  
away that you reach via highway adds  
greatly to the pleasure. The sort of or-  
ganized meet at Osterville automatically  
brings together cruising companions  
for such a Sunday morning trip. The var-  
iety of boats involved, the different  
people, the social interactions, the group  
efforts if needed (such as our little  
portage described in the Osterville ar-  
ticle) broaden the whole experience.

We have a traditional small craft  
club where I live on the Massachusetts  
north shore. One thing we are trying to  
establish within our group is a communi-  
cation system for putting together pick-

up weekend local outings. Back in Janu-  
ary at a winter meeting it was set up  
that on the first good Sunday those inter-  
ested would contact one member who  
lived near the water and could have first  
hand experience of weather conditions.  
We were rewarded with a 40 degree  
sunny Sunday with light northwest winds.  
A dozen people in six rowing craft put  
in at Manchester and rowed the mile  
or so out to Misery Island where we  
beached and enjoyed a picnic lunch on  
the lee (and sunny) shore. Nobody else  
was out in boats, NOBODY. We had a  
grand time sharing this little adventure.

The article I did in Issue #2 on  
Ben Fuller's little outing on the Con-  
necticut came about because he anounced  
in an issue of ASH BREEZE that he was  
going to do this cruise on this day in  
this place and invited interested small  
boaters to join him. I went, and I did en-  
joy.

A major focus of MESSING ABOUT  
IN BOATS is upon the small scale doings  
of ordinary people. The major publica-  
tions chronicle the doings of the more  
heroic and adventurous, as well they  
should. I find much human interest in  
the doings of us who do not have the at-  
titudes or opportunities of a Webb Chiles.  
I'll be carrying on publishing gunkholing  
reports from the various places around  
New England that I get to sail or row  
(or even motor perhaps should occasion  
arise of sufficient interest) in with the  
thought of introducing to the readers the  
opportunities which exist for such man-  
ageable and realizable adventuring. I  
also invite any reader inspired to do so  
to contribute their experiences for such  
articles.

Should anyone wish to publish an  
announcement of their scheduled outings  
with a view to inviting along others, I'll  
carry it on our WHAT'S HAPPENING  
pages, but I do need about 3 weeks ad-  
vance notice. It's a great way to meet  
new people. You don't have to "organ-  
ize" anything. You just announce that  
you will be rowing (or sailing) from  
a certain location on a certain day at a  
certain time and anyone who makes the  
scene by that time is welcome to come  
along. Don't fear attracting a mob. That  
won't happen. And maybe nobody will  
come. No matter, you were going any-  
way.



# The Plans Page

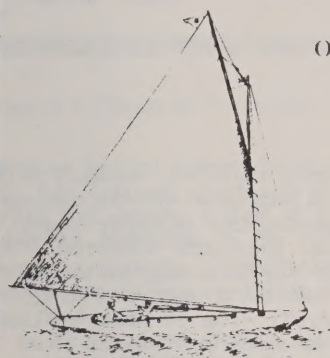
## 1901 ALBUM

OF

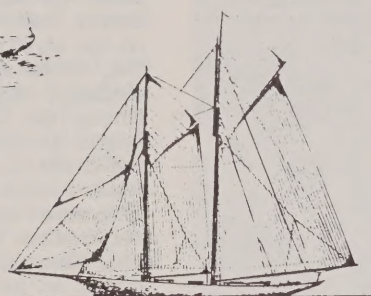
## DESIGNS

By

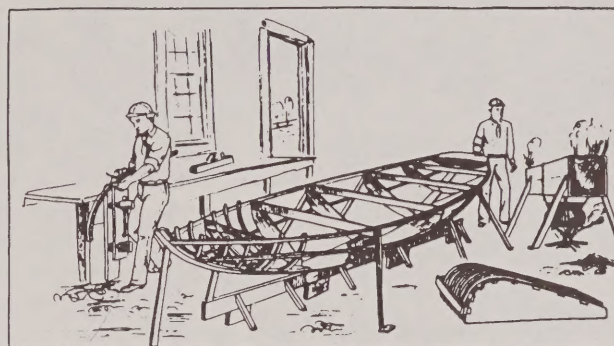
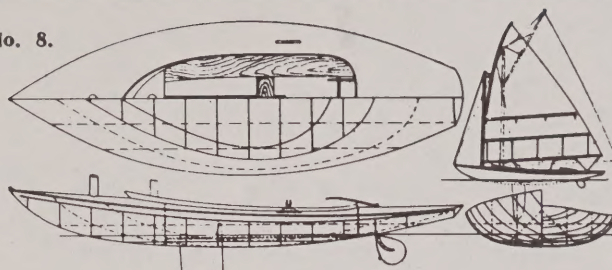
Fred W. Martin



For  
Boats  
Launches  
and  
Yachts



No. 8.



FRAMING.—Molds up and Actual Frame.

FROM TIME TO TIME WE WILL CALL YOUR ATTENTION TO WHAT WE THINK ARE INTERESTING PLANS OR BOOKS OF PLANS. JUST LOOKING AT PLANS AND READING ABOUT THEIR DESIGNERS IS OF GREAT INTEREST TO BOAT ENTHUSIASTS WE'VE DISCOVERED.

We came across a small classified ad in a publication known as *QUEDAH MERCHANT*, the "Nautical Collector's Letter" for a little book of designs by a Fred Martin, originally published in 1901. For only \$5 this little 80 page softcover book provided us with a look at 72 designs presented in

1901 style, a real little time capsule.

The book is available from the Altair Publishing Co., 217 S. St. Louis St., Mount Prospect, IL 60056. The introduction reprinted here and the small example of one of the designs will give you a taste of what you get.

### INTRODUCTION.

TO such subscribers, for this Second Edition of my *ALBUM OF DESIGNS*, as have been fortunate enough to possess one of my 72 page Editions, published during '96-'97, it will be found under this heading, that the designs then published were simply a selection of designs, taken from a quantity made during my career as designer of some of the prominent canoe, boat, launch and yacht-building establishments of the United States, and none of same were made with a view to meeting the ideas of the average *AMATEUR BOAT BUILDER* of modern times, but were selected as a variety, under the impression that a "whole lot" of designs would not make a very interesting volume, if all showed a similarity of design, such as would be the case, were the designs contained herein all of the most modern type exclusively; so in preparing this book I have followed the same lines in making the collection, for although the book as a whole will be more modern perhaps, we have not, however, cut out any of the most popular designs that have been tried and proved successful, in many waters, under many conditions, and for many uses, that were contained in the 72 page book.

Our experience for the past five years in this business has taught us that all of our customers are not advocates of the modern "long ends," "spoon bows," "shovel noses," "sternpostless," "skagless" sterns, and a very great many of them still champion the "plumb stem," "clipper bow" and moderate, instead of extreme overhangs, so it is our purpose to show as near as possible, in the space given, all the popular varieties, among the masses of people that have been our customers in the past, and which we hope will be in the future.

We however show a limited number of the most modern designs, in both power and sailing craft, some of which are accompanied by photos of the vessels in frame, in process of construction, and also complete, which are in many cases accompanied by testimonials, which, for want of space, we will from time to time issue in circular form, which latter speak for themselves in regard to the quality of design, material furnished, and the satisfaction given the customer.

Trusting that we will have the support of the *AMATEUR BOAT BUILDER* in the future, as in the past, in furnishing us with such photos of their work, as they can procure for us while the boats are in process of construction, accompanied by testimonials, where such designs, loft drawings, frames or complete boats furnished by us merit the same, which latter are very useful to us to publish in circular form, and which the space in these small volumes limit, without sacrificing room for many designs which are perhaps more interesting to the average *AMATEUR BOAT BUILDER*.

Thanking all for past liberal patronage, and hoping for continuance of same in future.

Yours very respectfully,

FRED. W. MARTIN.



# Blackburn Dory



Howard Blackburn wouldn't have been much impressed with the challenge facing participants in Mystic Seaport's 5th Annual Blackburn Memorial Dory Races on May 28th, after all the entire course was but a quarter mile sprint on the Mystic River off Chubb's Wharf. But, 90 oarsmen (and women) found it challenge enough and much fun to boot rowing the banks dories off the L.A. Dunton in a number of qualifying heats and finals for novice and expert. It was all in good fun, even for the guys from Gloucester reputed to be "serious" about dory racing. They did seem to be in easy good humor after their win in the expert class, but perhaps had they not won it could have been more serious.

Gustave Krantz and Peter Kirvan nearly didn't win, they made a mighty last thrust over the finish line to just edge Arthur Armstrong and John Leming who had led much of the final. The margin was 1.93 to 1.94, that's minutes and hundreths of minutes. Not a long race was it?

Krantz and Kirvan looked the part, grizzled big guys of indeterminate middle age. The novice winners provided the younger generation its chance in the limelight. Alexander Ware and Brian Platt are Sea Scouts from Manchester, Mass, obviously physically fit but not built in the same large mold as the expert winners. Ware and Platt were determined to beat the team of Gracalone and Philly, big rugged guys wearing "BU Football" jerseys, winners of the second fastest novice heat. As things turned out Ware and Platt had to work hard to beat father/son team of Steve and Jay Willard who had placed second to them in the 7th and fastest novice heat. Philly had fallen out of his dory when he upended as his seat slipped loose and an oar went flying and the dory rounded up suddenly and tipped.

The last novices were the fastest, seems the tide had started to run with the course by the time they got a shot at it, so three of the fastest five were in that final heat. Some rueful remarks from previous heat winners with slower times were aired quietly in the crowd. It seems that the heat winners are not the finalists, but the five fastest teams.

Top photo: Dorying 1983 style, getting a tow to the start by motorboat while the local TV news copter circles overhead. Middle and bottom photos: Converging courses often created diversions.



# Memorial Races

Report & Photos by Bob Hicks

Mother Nature stepped in to help heat #7, but even so, Ware and Platt were going well, turning a time of 2.10 minutes as compared to the Krantz and Kirvan expert time of 1.93, both finals run under similar conditions of current and wind.

The several women entered had a moment of glory when Inga Soderburg and Kim Kaufman topped novice heat five with a time of 2.37, not good enough, however, to get them into the final.

This all started some five years ago when the guys who work in the shipyard at Mystic thought it would be fun to do some dory racing, and got Museum sanction of sorts in that they were permitted to use the Dunton dories. From that start this has progressed with steadily increasing entries, 24, 32, 38, 45 teams. An earlier course which included rounding buoys was dropped after some close encounters in the turns threatened the well being of the dories, if not the robust oarsmen. Mystic is pretty careful of its artifacts, even those as big and rugged as these banks dories. On hand at the floating dock where the heats were made up and returned to, Museum employees cautioned incoming participants to, "ship your oars," and "ease off!" No crashing into the float please, or the other boats.

Perhaps the funniest incident to see was not one of the several oar dropping episodes when thole pins broke or popped out, or the close encounters as varying choices of lines towards the finish converged. It was after the races were over and all the dories were high and dry on the float. The Museum motor barge backed up to tow the dories back to the shipyard, and departed with the entire floating dock, dories still high and dry. Hard to imagine what Howard Blackburn might have thought of that scene, ten banks dories travelling home on a dock!

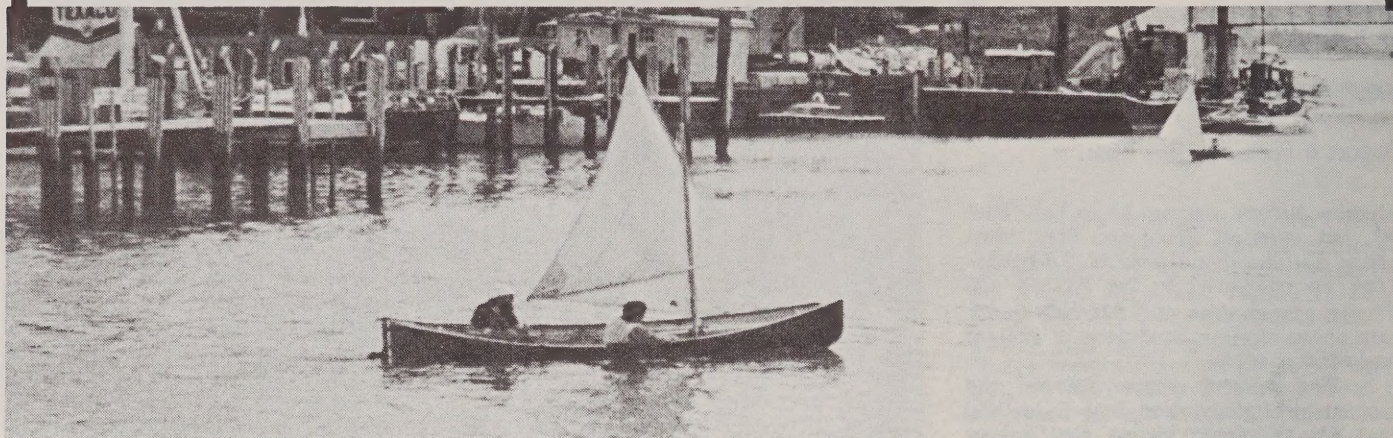
Peter Vermilya and Ben Fuller and their race committee put on a good entertaining time for participants an on-lookers and the beer bash afterwards for those who took part (and a couple of journalist types also) wasn't all that bad either.

Top photo: Krantz and Kirvan (nearest) about to overhaul early leaders Armstrong and Leming (furthest) for the expert final win. Middle photo: Gustave Krantz, Gloucesterman. Bottom photo: Inga Soderburg and Kim Kaufman won a novice heat.





# Osterville Small Craft Meet



The Cape & Islands Chapter of the Traditional Small Craft Association hosted its annual mid-May small craft meet again this year at Chester Crosby & Sons boatyard in Osterville on Cape Cod. The turnout of boats was disappointingly small, perhaps 15 or 20 in

all. Dire predictions of foul weekend weather again affected attendance as it had in 1982. Organizer John Burke was heard to mutter something about muzzling the weatherman.

Those of us who did attend enjoyed a lovely weekend on sheltered waters

with good fellowship. On the following pages we cover the highlights. And we wish to again thank the Crosby family for making their boatyard available for this meet.

Report & Photos by Bob Hicks



# Amateur Boatbuilding... for the Love of It

Ron Ginger discusses amateur building as he has experienced while George Kelley enjoys a pipe and John Roche takes heed.



Dr. John Roche talked the longest and the loudest, or perhaps I should say most forcefully. Not surprising, he's a psychology professor at Cape Cod Community College and used to expounding at length, and forcefully enough to grab the attention of students. George Kelley spoke the shortest time and the quietest. He's accustomed to talking with friends in his Hyannis boatshop. Ron Ginger had the liveliest talk, he's given it in various variations a number of times. The subject, amateur boatbuilding and its virtues.

If there was one single theme running through all three talks, it was that of economy, of building for less. George spoke of nice 4 x 10 x 18 foot yellow pine beams that floated up on his beach. John told of using exterior plywood, none of that marine stuff for him. Ron discussed how an impecunious college lad got himself a 24 foot sailboat for half the yard bill owed on it. So, one important aspect of amateur boatbuilding seems to be economy. Certainly it is much less costly than buying a professionally built boat. And being your own boat, not aimed for resale, you also can make do with materials a professional cannot consider using.

Another obvious theme was that of working out simpler ways to do what needed to be done. George told of sighting the lines of the ribbands on a mold in a basement shop with the stern jammed against a concrete wall, by placing a mirror behind the molds and standing

to one side sighting very nicely, thank you. John described pouring lead into the keel of a 25 foot plywood daysailer by making that keel a laminated sandwich of plywood, with the interior left hollow, and the final outside slab on one side left off, the whole business laid flat on the ground, and 28 pounds of lead at a time (all that would fit into his saucepan over the camp stove) being poured until 800 pounds were in place. Then the final outside plywood layer got glued and nailed on. Ron showed with slides how he solved the problem of extensive rot in the bottom of that low cost sailboat by sawing the bottom off at the waterline with a skilsaw, the upper works suitably braced beforehand, of course.

Well, that was the nature of this very interesting three man discussion. About 30 of us on hand for the Osterville meet really enjoyed the evening of such advice abetted with a number of good color slides. George Kelly is one of the late Pete Culler's close friends. John Roche is an ardent admirer of Pete Culler. Ron Ginger didn't know him but did build a Culler wherry anyway. Yet, despite this affinity for Culler who was certainly a professional builder and designer, these guys spoke strongly of the virtues of amateur building.

They've run a gamut of types and sizes too. George shows up a lot in his little lapstrake butternut canoe, so does John. Ron has had Culler pods, and also a Roger Long stitch and glue kayak. Yet, Ron was involved with boats as big as

an 80 foot schooner (lots of rot in that one), John built that plywood 25 foot cabin sloop, and George was puttering around the meet this year in his 25 foot scaled replica of a Gamage dragger. So they haven't just built "little" boats.

The same basic message keeps on surfacing on this subject of amateur boat building. Don't be discouraged or put off by reading about excellence. It's a desirable goal, eventually, but if you wait around until you think you can build to a high standard of excellence, you'll never build. Just go ahead and start on building the boat you want to, taking a reasonable precaution of keeping that one sort of small and sort of simple.

One of the fellows at the meet was a good example of this. He had his just finished 10 foot flat bottomed rowing skiff on hand, he'd built it under the part time guidance of Loring Wordell of Phoenix Boatshop Co-op. It came out really nice. Now he's encouraged to go ahead with a 19 foot sloop he's fallen in love with.

That's the key to the amateur, love. The latin derivation of amateur means for the love of it. Many of you well know what an addictive infatuation this matter of building your own boat can become. Our three speakers on this evening, George Kelly, John Roche and Ron Ginger, all were telling us something about the love they had for the boats they had built.



# Gunkholing...



## around Osterville Grand Island

A part of the annual May small craft get together at Osterville that I particularly enjoy is the Sunday morning "cruise" in the protected waters surrounding Osterville Grand Island. The shallow enclosed bay is protected from the open sea by a long barrier beach known as Dead Neck, with channels at eastern and western ends giving access to the sea for larger craft moored within the area. On the west is Cotuit Bay, the north has North Bay and the east, for some reason has West Bay. No, I don't know why. Osterville Grand Island is separated from the barrier beach by a narrow channel called Seapuit River, though its but a sea water channel.

All of this provides some nice gunkholing for small sail and oar powered watercraft, and John Burke, the organizer of the annual meet leads those who care to join in on a Sunday morning cruise for a couple of hours.

Sunday, May 22nd was a lovely sunny spring day with a moderate north-west wind blowing down across North Bay towards the Chester Crosby & Sons boatyard where the weekend meet was headquartered. About ten rowing craft headed out into the wind around 10 a.m. headed for North Bay and the narrow channel at its northern end which leads inland to the ultra protected Prince

Cove. The normal cruise policy is to go to windward going out and have an easy run home.

We followed the northeastern edge of North Cove and went behind St. Mary's Island, where we found no bridge, but a culvert beneath the roadway leading onto the island. We had plenty of manpower to portage even Burke's heavy pulling boat over the narrow strand. Thence on up to Prince Cove, a deep channel kept open for some serious size yachts that moor in this hurricane hole. I did a tour around Prince Cove while the others beached at the entrance to the cove and rested up, George Kelly's FIREFLY bow onto the shallow gravel shore, everyone visiting around, George had taken on several passengers, those who had not brought boats of their own yet wished to join the cruise. He didn't seem to mind at all, and of course, he bypassed the portage part.

The run back was just that, the breeze carried us along nicely with easy application of the oars, and passengers on several of the boats enjoyed the warm sun, a rarity this soggy spring. By noon we were back at Crosby's for lunch, and soon after the small group disbanded for the trip home.

On my first "cruise" at Osterville in 1980 we circumnavigated Osterville

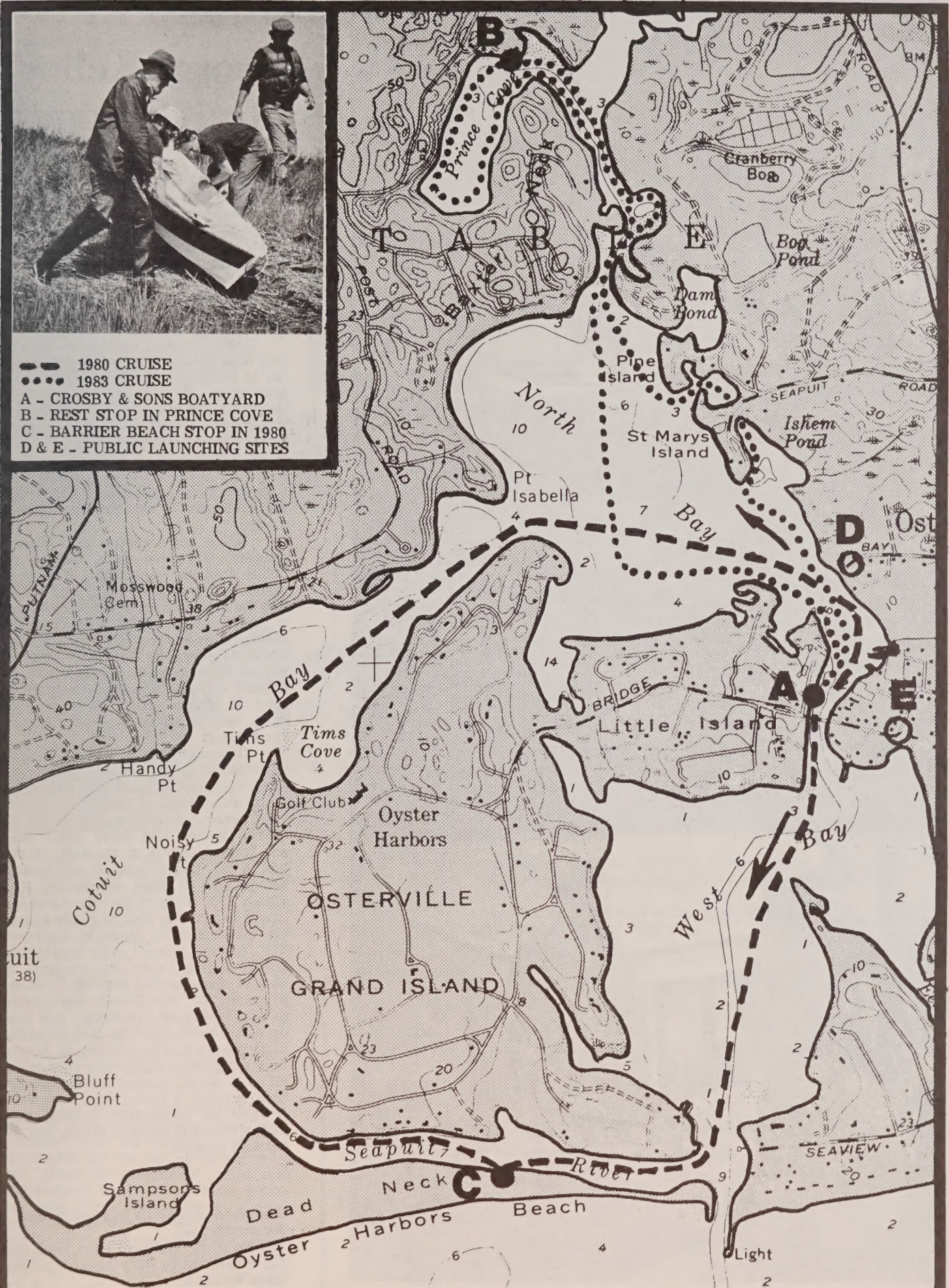
Grand Island. That year some 20 boats took part, with Mr. Crosby, the "Admiral", shepherding the group in one of his tiny tugboats. We got to beach on Dead Neck and walk over the dunes to look at the breakers being pressed onto the beach by a fairly stiff southwest breeze. The run up Cotuit Bay with that breeze was a boon to a few who rigged spritsails. I had a 10 ft. lapstrake flat bottom skiff I had built and it was no "expedition" boat, stop rowing for a stroke and it would stop. My friend Dave was in worse straits, he was in an inflatable Sea Eagle, hard to keep going against the wind, or steer off the wind. But it was a great feeling to complete that 6 mile lap and view the lavish homes of the well-to-do who inhabit the island, complete with guarded gatehouse.

Although we put in at Crosby's as part of the Cape & Islands TSCA meet, access for small boats is easily available at two shallow beach launching ramps in Osterville. Parking is restricted in summer to town residents but you can launch, then park a ways away on side streets not posted. It's a really pleasant area, big enough to take a day to explore, quite safe for very small boats, and with interesting shorelines ranging from manicured mansions to untouched marshland.





- 1980 CRUISE
- .... 1983 CRUISE
- A - CROSBY & SONS BOATYARD
- B - REST STOP IN PRINCE COVE
- C - BARRIER BEACH STOP IN 1980
- D & E - PUBLIC LAUNCHING SITES





# FIREFLY...

## George Kelley's Mini-Dragger

George Kelley's FIREFLY isn't exactly a traditional small craft, she's a 27 foot long scale replica of a 65 foot Gamage dragger. But, nevertheless, she was the hit of the Osterville TSCA meet, tied up at the dock or out on the cruise carrying along those who were without boats of their own. George was enjoying it all, puffing on his pipe and cordially issuing permission to go aboard to those who asked.

George spent two years building this boat. Now, he says, he can travel out to Nantucket if he chooses and not just sit on shore at his Hyannis home and look out there. George's previous building projects have mostly been small sail and oar craft not suitable for a retired insurance man to cruise across Vinyard Sound in. With her 35 horse outboard (in a well behind the wheelhouse) FIREFLY has no problem with such a trip.

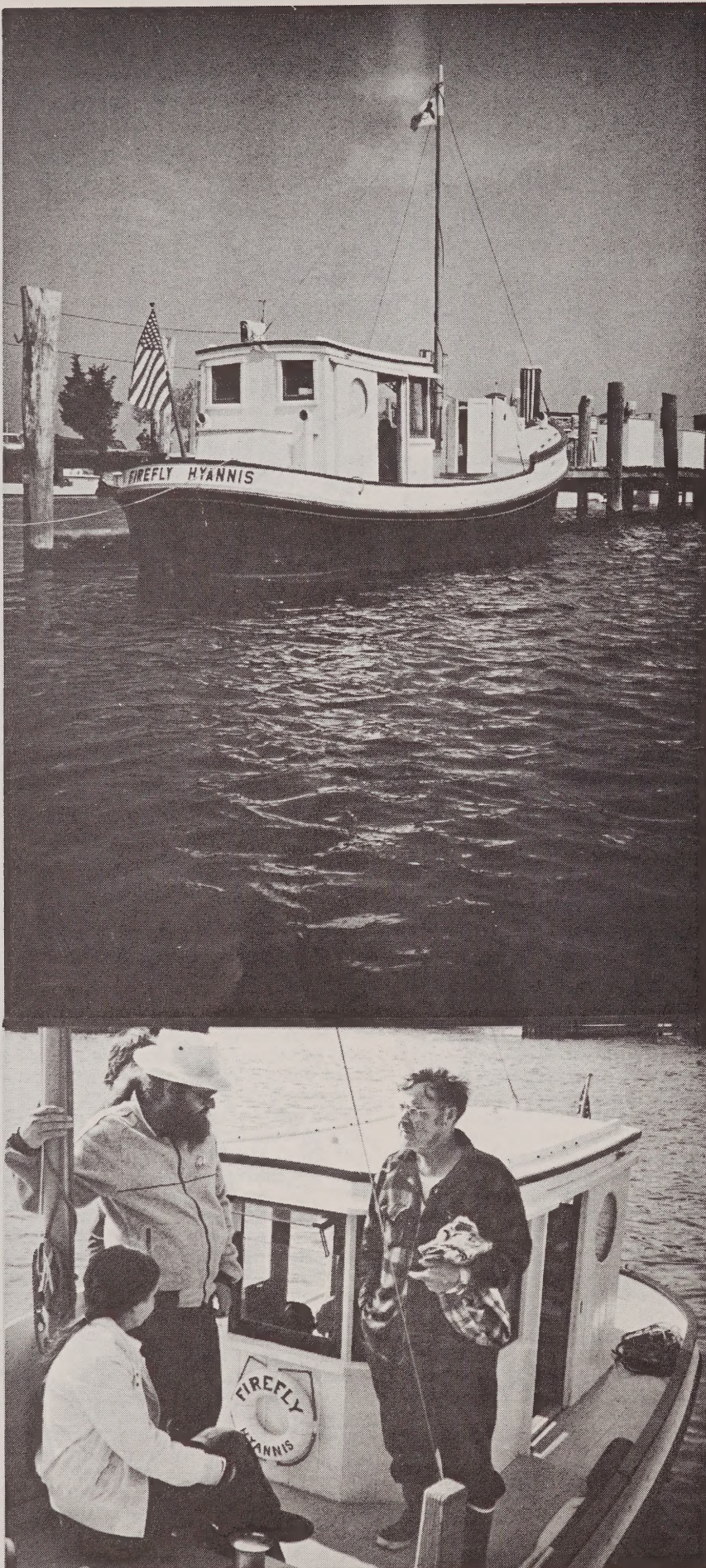
So, a scale replica of a Gamage dragger. Well, not quite. George explains that the wheelhouse, if to scale would be about knee high. And getting into the forepeak living quarters through a scaled hatch would have presented problems even for a slightly built fellow like George. So there are some deviations from a faithfulness to scale. It doesn't matter, the boat is an utter delight to anyone who likes workboat style, and is ever so well matched to her builder.

George conns FIREFLY from a high stool pivoted on the wheelhouse floor with engine controls at his right hand, wheel right up front. Shelves provide space for tobacco and pipes and charts, behind him more shelf space and framed photos on the wall, all of it just a bit like picking up his favorite setting spot at home and placing it all afloat. Up forward the raised foredeck looms up with the Charlie Noble to port, the companionway hatch to starboard.

And belowdecks upforward is home afloat. Sitting headroom arranged for ease of single handed cruising. Bunk back in under the wheelhouse floor, settee to starboard with countertop and basin opposite beside the little cast iron Little Cod coalstove. The interior is finished in a satin varnish, furniture and ceiling all of a piece. A small head sized skylight permits a look around from below if need be. No problem keeping warm and dry here if the need arose, and eating well as well.

Top photo: FIREFLY has pretty lines for a workboat.

Bottom photo: George Kelley talks about his dreamboat to Dave Howard and Melissa Withers.







Right behind the wheelhouse is a low white boxed enclosure housing the outboard. "Used to be the captain's toilet on the full size boat," George explains. The outboard is a gesture in the direction of economy and ease of use, rather than fitting in an inboard deisel of comparable power. It really is the only aspect of the whole creation that dispels the illusion of somehow being on a full size dragger heading out. The two-stroke whine instead of a diesel chug-a-chug-a-chugga is a whole lot less expensive, and, after all, George is a retired guy living modestly.

Early Sunday afternoon as the assembled small craft folks faded away homeward over the highways, FIREFLY was headed out the channel through West Bay, ahead an alongshore cruise back to homeport in Hyannis. Towed behind was John Burke's heavy Culler wherry, tied alongside was George's Culler pod. And in the wheelhouse sat George Kelley, puffing his pipe and enjoying his trip home, who needs a car when a good boat will do better?

Top photo: Twenty-seven feet of workboat provides all the cruising comforts that George Kelley requires. George says you wouldn't believe how little FIREFLY cost him to build.

Bottom photo: Mother hen for the Osterville cruise fleet, FIREFLY also provided a ride for those on hand without boats of their own.

#### SOME FACTS ABOUT "FIREFLY":

##### CHOICE OF DESIGN

ALWAYS ADMIRER DRAGGERS,  
HAD TO MODIFY DESIGN FOR  
DOWNSCALED VERSION.

LOA - 27'

BEAM - 7' 6"

DRAFT - 1' 6"

##### CONSTRUCTION

HARD PINE & FIR FRAMING  
CEDAR PLANKING & DECK  
WHITE PINE INTERIOR  
WALNUT INTERIOR TRIM

##### CRUISING PLANS

HERE 'N THERE, HOPEFULLY  
AS FAR AS NEWPORT.

POWER - 36HP EVEINRUDE O/B

CRUISING RANGE - 150 NAUTICAL  
MILES

MOORED - HYANNIS, MASS.

##### WINTER STORAGE

ON SHORE FRONT BY KELLEY'S  
COTTAGE



# What's happening...

JUNE 25: LAND N' SEA RACE, DANVERS, MA.



This will be the 5th annual Land N' Sea Race organized as part of Danvers summer festival by the Polish Club. Contestants can participate by land on foot or bicycle, by sea in any sort of watercraft NOT powered by motors. It is a fun event, not serious racing, and is co-sponsored by Miller Beer.

The sea portion is a race from Pope's Landing in Danversport on the Danvers River downriver to Beverly harbor, thence out to Misery Island and back. The start is at 7 a.m. The distance is about 13 miles. Past years have seen all sorts of rowing and sailing craft. Sailboats are hampered by three low bridges on the river and usually early

morning calms. The portion alongshore to Misery Island is fully exposed to the east in Salem Sound and can have a sea-way running.

Entries close June 8th and are \$10 per person. The money covers expenses with surplus going to charities locally. Participants receive T-shirts which are worn during the race, free beer afterwards, plus entertainment from area musicians.

For entry blank contact Land N' Sea Race Committee, P.O. Box 475, Danvers, MA 01923, or call Jan Lankowski at (617) 774-9130 or pick up a form at the Polish Club in Danvers at 12 Cheever St.

JUNE 25: WINDEMERE SPRINTS, HULL, MA.

The Nantasket Beach Saltwater Club in Hull is a power squadron, but for their June 25th gathering they have scheduled a rowing race for traditional pulling boats, influenced by the success last summer of the Hull Lifesaving Museum's Row Around Hull. The course will be 2-1/2 miles, hence the name, "Sprints." The race is scheduled for 4:30 p.m. on the 25th starting at Mariners' Park in Hull.

Further information on entering can be obtained from Kevin Conley, Nantasket Beach Saltwater Club, P.O. Box 621, Hull, MA 02045.



JUNE 25: SECOND ANNUAL ANTIQUE & CLASSIC BOAT SHOW, HUNTINGTON, NY.

The Long Island Chapter of the Antique & Classic Boat Society sponsors this gathering of runabouts, cabin cruisers and schooners at the town docks in Huntington. About 25 to 30 boats are expected for this second annual affair. Several outstanding show winning boats are expected amongst the gathering. The show opens at 10 a.m. runs to 2 p.m. with no admission charge for spectators. Later the boats will parade through several nearby harbors. If you wish to find out further details, call Bob Melrose at (516) 549-8137.

JUNE 29 - JULY 6: THIRD ANNUAL GUIDEBOAT SHOW & RACE, SARANAC LAKE, NY.

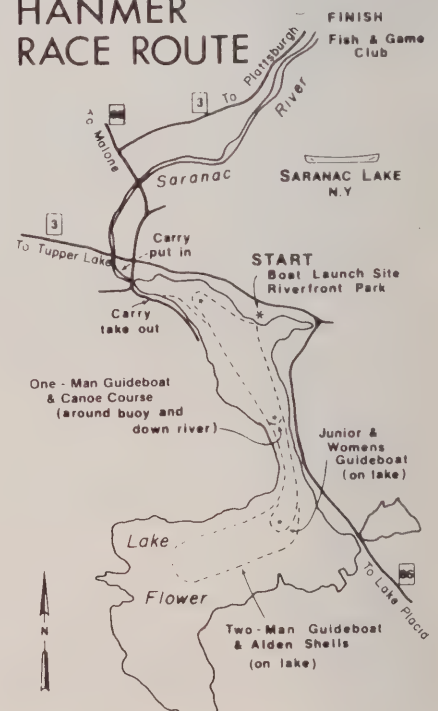
This weeklong guideboat show and race highlight summer activities at Saranac Lake. The show is held daily in Harrietstown Town Hall, hours from 11 a.m. to 8 p.m., free to the public. A col-

lection of boats built by famous early builders will be displayed along with a step by step construction display. Tools used since the early 1800's will be featured also. Seat caning demonstrations, actual construction, art and book collections, a slide presentation and an early film of renowned early builder Willard Hanmer will round out the show.

The 21st Annual Willard Hanmer Guideboat & Canoe Race will begin at 11 a.m. on Sunday July 3rd at River Front Park in Saranac Lake. Classes for guideboats, two-man, one-man, junior and women's, racing and pleasure canoe, kayak and Alden racing shell will be provided. The course of about 3-1/2 miles will circle Lake Flower and then head downstream on the Saranac River to the local fish and game club finish. Two-man, womens and junior guideboats and Alden shells will do only the Lake portion of the course. Hundreds of competitors annually take part. The wrap up at the fish and game club takes the form of a community picnic.

Entry blanks and further details are available from the Saranac Lake Chamber of Commerce, 30 Main St. Saranac Lake, NY 12983, phone (518) 891-1990.

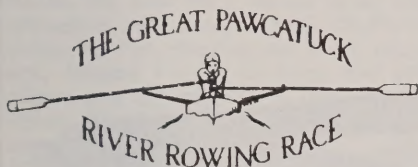
## HANMER RACE ROUTE



DOING SOMETHING INTERESTING IN BOATS? KNOW SOMEONE WHO IS? IF SO, LET US KNOW, WE'LL GET YOUR BOATS? KNOW SOMEONE WHO IS? IT ISN'T NECESSARY THAT THE ACTIVITY BE A SPECIAL ORGANIZED EVENT SUCH AS THOSE PRESENTLY LISTED. SMALL INDIVIDUAL OUTINGS INVOLVING BOATS TO WHICH YOU MIGHT WISH TO INVITE OTHERS OF LIKE MIND ARE APPROPRIATE ALSO. TO CATCH THE ATTENTION OF 1000 OR MORE PEOPLE WHO ENJOY MESSING ABOUT IN BOATS, JUST SEND US THE DETAILS ON YOUR ACTIVITY AND WE'LL PUBLISH THEM ON THESE PAGES. TRY TO GET THE INFORMATION TO US AT LEAST TWO WEEKS PRIOR TO THE DATE OF YOUR ACTIVITY.



**JULY 2: THE SECOND ANNUAL GREAT PAWCATUCK RIVER ROWING RACE, WESTERLY, RI.**



The second running of this rowing race is expected to attract upwards of 100 rowing craft of all types. The start will be at noon on July 2nd from Margin St. in Westerly and the finish will be in Avondale, 2-1/2 miles later. Classes for all types of craft propelled by oar or paddle are scheduled with awards in

each to top placings. A \$5 per boat entry fee will be asked. In lieu of that, pledges of \$15 or more in support of the Westerly Community Chorus Summer Pops series will be accepted, with a major prize for the person turning in the largest pledge.

For those not wishing to compete a group row along the course to provide spectating will be scheduled.

Entry forms and information may be obtained from the Great Pawcatuck River Rowing Race, India Pt. Avondale, Westerly, RI 02891 or phone (401) 596-7762.

#### **JULY 9: STEAMBOAT FROLIC, MANCHESTER, ME.**

This is a first year attempt to bring together steamboat enthusiasts for a day's outing on 10 mile long Cobbosseecontee Lake in Manchester, Maine, near Augusta. Sponsored by the yacht club of the same name, the affair includes a concert on an island in the Lake and a potluck supper at the Grange Hall in town afterwards. A number of steamboat owners have been contacted by the organizers as potential participants, and steam enthusiasts are invited to attend as onlookers, to enjoy the sight and sound of steam driven watercraft once again on this lake which once did have steamboats operating upon it. Activities are expected to get underway about noon and the supper will be held following the 5 p.m. concert. Lake Cobbosseecontee is only a few miles from I95 at the end of the Maine Turnpike just outside of Augusta. Trailerable small boats can be launched right at the Cobbossee Marina, site of the steamboat gathering if you choose to bring along your craft for spectating.

For further details you can contact Elaine Fuller, P.O. Box 17, Manchester, ME 04351, or phone her at (207) 622-0293.

#### **JULY 23 & 24: ANTIQUE & CLASSIC BOAT RENDEZVOUS, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.**



The eighth annual gathering of privately owned classic wood power and sail boats at the Seaport's North Dock. The boats entered must have been built prior to 1940 and must arrive at the Seaport under their own power. Further, boats to qualify must have permanent living accommodations aboard. About 40 craft

are expected to take part.

Spectators may view the boats up close while docked and also enjoy the parade on the 24th.

For further information contact the Mystic Seaport Museum, Mystic, CT 06355, phone (203) 572-0711.

#### **JULY 10, 16, 23, 30; AUGUST 6, 13: WOODEN BOAT MAGAZINE SATURDAY SEMINARS.**

This is a series of one-day seminars on various aspects of wooden boat owning, using, building and maintaining, to supplement the summer long Wooden Boat School program.

The subjects scheduled are as follows: July 10 - Fine Finishes; July 16 - Moving Boats in the Water; July 23 - Navigation; July 30 - Rigs and Sails; August 6 - Hand tool Maintenance; August 13 - Boat Repairs. Instructors are top notch, such as Kathy Bray, Ben Fuller, Geoff Schofield, Robin Lincoln and Brion Toss and Paul Bryant. Fees run \$45 to \$65 for the one-day courses which includes lunch.

For more information on these, or on the one and two-week courses of the summer long Wooden Boat School, contact Peter Anderheggen, The Wooden Boat School, Box 78, Brooklin, ME 04616, phone (207) 359-4409 or 359-4651.

#### **JULY 29-31: NEW ENGLAND CHAPTER NATIONAL NORTHEASTERN ANTIQUE & CLASSIC BOAT SHOW, WEIRS BEACH, NH.**

The premier event of the season for owners of all those lovely old mahogany powerboats and related watercraft. More details next issue.

#### **JULY 30: ROWING RACES, MAINE MARITIME MUSEUM, BATH, ME.**

This is to be a series of rowing races for all oarsmen and women. Sprints and distance events, classes for recreational and competition craft will be followed by evening grog and food.

For further information contact Jay Sperling, Development Director at Maine Maritime Museum, Bath, ME 04530, phone (207) 443-6311.

#### **CONNECTICUT RIVER OAR & PADDLE CLUB TO FORM.**

Jon and Rick Persson of Seth Persson Boatbuilders in Old Saybrook, CT are organizing a club for oarsmen in that area who might be interested. The acronym CROP identifies its purposes. Jon states that sliding seat pulling boats, fixed seat pulling boats, canoes and kayaks will all be catered to.

Monthly meetings will be day trips on the Connecticut River during the summer months, providing different lengths of routes for different types of boats or skills of rowers/paddlers. Winter meetings will be indoors for purposes of exchanging information and ideas related to such small craft. Negotiations for use of a little used yacht club are currently underway.

For further information, contact Jon Persson at Seth Persson Boatbuilders, Riverside Ave. Old Saybrook, CT 06475, phone (203) 388-2343.

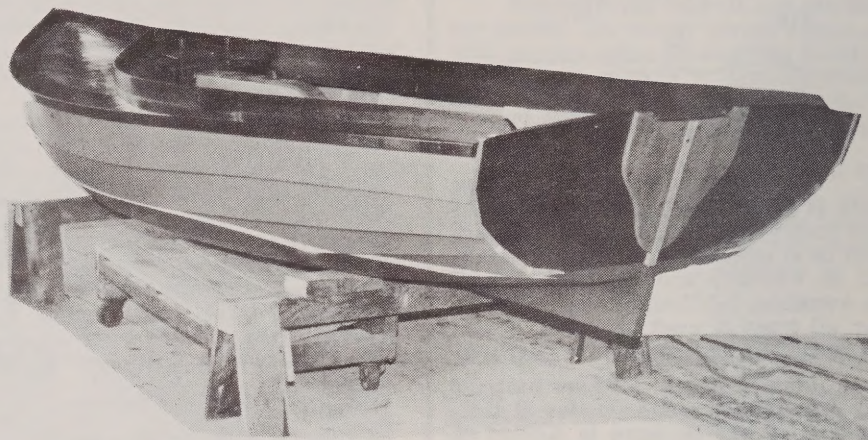


# Classified Marketplace

## Looking for a Boat or Gear?

### Take a Look at This...

Each issue we will feature our choice of an interesting boat for sale sent in by a subscriber. If you have such a boat send along the details together with a photo (black & white preferred, but clear light color print OK) and it might end up as our featured boat. If it is not chosen it will appear anyway on these pages as a regular classified ad with photo. Offer limited to subscribers.



BRAND NEW 16' TOWN CLASS SLOOP, just built by original builder of Townies, Pert Lowell of Newbury, MA. Finished hull without hardware and rigging is \$2500, you supply rigging, we'll install

it at that price. Completely rigged boat without sails, \$5200.  
PERT LOWELL CO. Newbury, MA. (617) 462-7409.



23' CABIN HULL, 80% completed, with leeboards, \$2800.  
CHET FARRELL, W. Dennis, MA (617) 398-2649 aft. 6 p.m.

CULLER BUTTERNUT CANOE with paddle, \$650.

22' CHAPELLE SCOW SLOOP, fine sailer and cruiser, \$4500.

19' CRAB SKIFF, pretty boat, TIB main and mizzen, \$2400.

CHET FARRELL, W. Dennis, MA (617) 398-2649 aft. 6 p.m.

BOAT DESIGNING. Small Craft for oar and sail.  
ROB PITTAWAY, 222 N. Water St. Stonington, CT 06378.

GLOUCESTER GULL rowing dory, Bruynzeel ply on honduras mahogany, WEST epoxy and varnished exterior. Deks Olje #1 interior. Spruce oars, very light. Brand new. \$1200.  
OLD WHARF DORY, Wellfleet, MA (617) 349-2383.

13' 7" MAINE PEAPOD, cedar on oak ribs. Centerboard but no rigging. Perfect condition, new in 1981. \$1250.  
BOB OSGOOD, Marblehead, MA (617) 631-2839.

8' PLYWOOD SKIFF, Flat bottom, demo, painted. \$325.

12' SKIFF, planked, flat marine ply bottom, new, bare wood. \$650.

16' SKIFF, new, bare wood, flat bottom. \$900.

ANTI-FOULING BOTTOM PAINT, 30% copper (red), \$29 for gallon, \$10 for quart.

FRED HURLEY, Winthrop, MA (617) 846-7509.

8' DOLPHIN NESTING DINGHY, sailing model, sails well. Like new, won't fit on foredeck. \$800.

ED SELING, Danvers, MA. (617) 777-1228.

STOLEN PEAPOD: New Paul Cartwright rowing peapod, 14', built by Apprenticeship of Maine cedar. Rigged with sliding seat. Part of seat fell out when thieves hauled boat out at Camden (ME) ramp. If such a boat comes to your attention, please call Roger at (207) 236-4342 during business hours.

WANTED: Old mahogany runabouts such as Chris Crafts, Garwoods, Hacker-crafts, for restoration. Also wanted are hardware, literature, pictures, models or any information relating to antique runabouts.

Please call DAVE at (617) 631-5571.

MOLDS TO BUILD 22' Tempest f/g Olympic class sailboat, hull and deck molds. Asking \$1000.  
Call (617) 927-2983, Beverly, MA.

BRASS SHIPS CLOCK. Quartz movement Schatz, with spring driven eight bells. Accurate enough for navigation, yet with delightful eight bells sounding the time. Current retail is \$375, our price for this unused clock is \$150.

CAROLYN PEARSON, Danvers, MA (617) 777-1228.

ADIRONDACK GUIDEBOAT, 15', contemporary wood construction. Basswood hull, cherry seats and gunwales, complete with oars, paddle and yoke.  
STEVE KAULBACK, Charlotte, VT (802) 425-3233.

20' SEA BRIGHT SKIFF, power boat. Lapstrake cedar on oak, built in mid-'50's. Open work boat design as seen in SEA BRIGHT SKIFFS & OTHER JERSEY SHORE BOATS. Stripped hull, needs work, no engine. Has trailer. Will deliver at 35¢ per mile. As is, \$500. Very seaworthy small craft. Can be rigged for sail.

Call (207) 563-8119.

17' SWAMPSCOTT DORY: Sailing/rowing model. Cedar plank, oak frames, all copper and bronze fastenings. \$3495.

15' SAILING PEAPOD: Sprit rigged, lapstrake cedar plank, oak frames, copper and bronze clench nails and rivets. \$3295.

PHOENIX BOATSHOP COOPERATIVE, P.O. Box 394, Hyannis, MA 02601. (617) 775-4890.



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"GET RID OF SOME OF THESE BOATS SALE. We just did a census of my boat collection and counted up 9! That's too many, so I'm clearing out 3 for starters. Others I want to keep, and still others are not saleable in present condition. Here's what I'm offering at reduced prices to clear them out:

16' OLD TOWN LAKE ROWBOAT: A Rangeley Lake hull shape built canoe style by Old Town since 1903 and still available today to special order. Mine is a 1916 model which I completely restored and added a sailing rig. Hull is cedar plank on cedar frames covered in new 10 oz canvas, sealed and filled with Old Town canoe filler, painted dark green outside, light gray inside. Gunwales, breasthooks, thwarts, seat backrests, rudder, oars, spars are all bright finish. Oars are 7' basswood, two sets. Oarlocks are bronze "patent swivel" type. Sail rig is standing lug, 45 sq. ft. cotton on varnished spruce spars. Leeboard fits into bronze brackets on gunwales. A canvas fordeck snaps on for wet going. The complete sail rig rolls up into a custom fitted canvas storage bag. The boat can be covered for storage or highway travel with a fitted canvas cover. A custom storage cradle is included. This craft rows superbly one or two up, sails effortlessly on reach and run and will even go to windward up to about 60 degrees if you like, though it is faster to simply row right into the wind. She's a lovely craft of her type completely ready to use. I'm selling her as I wish to move on to a larger traditional boat for a trailerable camper/cruiser. Clearance price is \$1195.

10' JOHN GARDNER PLYWOOD TENDER. This big tender was built from gardner's book, BUILDING TRADITIONAL SMALL CRAFT exactly as specified and served as tender for my 24 Winslow cutter for two seasons. I now have a marina slip and no longer need the tender. She's marine plywood, spruce framing, epoxy glued and sealed, painted white exterior, beige interior, with one set of six ft. oars, bronze oarlocks. The end seats are built in flotation tanks. She'll carry four adults easily, or two and a lot of gear, yet rows easily. Clearance price is \$350.

11' TRADITIONAL STYLE YACHT TENDER PROJECT BOAT. A "bare hull" of Bolger's DEFENDER design from SMALL BOATS. Cedar planking, copper fastened on steam bent oak frames. I intended to finish her out but time does not permit. Hull is at "off the mold" stage, needs complete finishing out to whatever degree desired. Can be finished as sailing tender according to Bolger. Clearance price just \$495. BOB HICKS, Wenham, MA (617) 774-0906.

16' ANTIQUE INBOARD LAUNCH. Carvel planked, professionally fiberglassed. Fitted with one-cylinder Detroit Auto Marine water cooled engine and reversible pitch bronze propellor. Deck and interior need refinishing, boat is structurally sound. \$1200. H.H. PAYSON, So. Thomaston, ME (207) 594-7587.

12' SAN FRANCISCO PELICAN, great family daysailer, fir marine ply on honduras mahogany framing. \$3500 with sails. Brand new. OLD WHARF DORY, Wellfleet, MA (617) 349-2383.

11' ROWBOAT, Fiberglass over plywood, 5' beam. Two years old, custom oars, excellent condition. Will deliver reasonable distance. \$350 or B.O. DAVID BLANCHETTE, Lawrence, MA. (617) 685-0907.

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Yes, we'll run your ad for two successive issues, after that you'll have to let us know whether or not you wish the ad continued.

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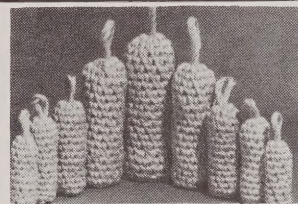
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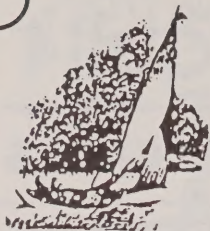
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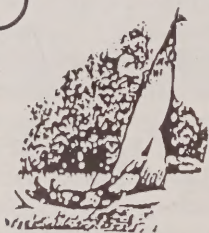
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